

SECRET

DATE 0012 16 NOV 62  
25X1

TO : [REDACTED]  
FROM : [REDACTED]  
ACTION: OSA (1 2 3 4 5 6 7 8 9 10)  
INFO : S/C (11)

DD 1  
AD 1  
MD 1  
CD 1  
DRB 1  
ROUTINE  
IN 55854

25X1 - TOR 0013Z 16 NOV 62

25X1 to [REDACTED] INFO [REDACTED] CITE [REDACTED] 25X1

25X1 [REDACTED]

25X1 1. [REDACTED] DISTRIBUTION THIS MESSAGE LIMITED TO THOSE  
WITH ABSOLUTE NEED TO KNOW.

25X1 2. [REDACTED]

3. ENGINE NUMBER 201 204 205 206  
TEST STAND TIME SAME 01:04 FSW NBR 64 NO [REDACTED] 25X1  
TIME

TOTAL TEST STAND TIME 09:45  
TIME INSTALLED 00:00  
TOTAL TIME INSTALLED 00:00  
FLIGHT TIME 00:00  
TOTAL FLIGHT TIME 00:00  
TOTAL TIME 09:45  
A/B TIME 00:00  
TOTAL A/B TIME 00:24  
TIME 900 DEGREES PLUS 00:07  
TOTAL TIME 900 DEGREES PLUS 01:52

SECRET

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

25X1

[REDACTED] (IN 55854)

S E C R E T

PAGE TWO

4. TIME STATUS ON 201 SAME AS PREVIOUS. 206 ARRIVED 14 NOV.  
205 TIME NOT AVAILABLE UNTIL 16 NOV. 204 MADE TEST STAND RUN 14  
AND 15 NOV, NOW IN PROCESS OF REMOVAL FROM STAND.

5. ARTICLE NBR 121 MADE GO NBR 47 ON 15 NOV ON "ARTICLE  
STABILITY". DURATION 00:45. MAX ALTITUDE 48M, MAX MACH 1.65.  
NO ENGINE PROBLEMS. ARTICLE MAKING GO NBR 48 AS OF WRITING, SAME  
TYPE TEST. SCHEDULED FOR GO NBR 49 ON 16 NOV.

6. ARTICLE NBR 123 MADE TAXI TEST 15 NOV. SCHEDULED FOR HATCH  
GO 17 NOV. LOCAL TIME AS OF WRITING 1500.

END OF MESSAGE

CLASSIFIED MESSAGE

S E C R E T

DATE 2010Z 15 NOV 62

TO DIRECTOR

FROM [REDACTED]

ACTION: OSA (1,2,3,4,5,6,7,8,9,10)

INFO , S/C (11)

TOR: 2041Z 15 NOV 62

PRIORITY

PRIORITY

IN-55824

PRITY [REDACTED]

INFO

CITE [REDACTED]

ACTING

1. AIRCRAFT NUMBER ONE MADE FLIGHT NUMBER FORTY-SEVEN ON 15 NOV. TAKEOFF AT 0857 HOURS AREA TIME FOR FORTY-FIVE MINUTES. PILOT [REDACTED] IN SUIT. PURPOSE INVESTIGATE DYNAMIC STABILITY, STRUCTURAL LOADS AND TO INCREASE DRAG CHUTE OPENING SPEED. GROSS WEIGHT 90,000 POUNDS, CG AT 22.2 PERCENT MAC. FULL AB TAKEOFF WITH CLIMB AT 350 KEAS TO 26,000 FEET. FULL AB CLIMB CONTINUED TO 40,000 FEET HOLDING .90 MACH NUMBER. ACCELERATION AT 40,000 IN FULL AB WAS MADE TO 1.2 MACH NUMBER WHERE PILOT TURNED PITCH DAMPERS OFF, PERFORMED PITCH PULSE. PITCH DAMPERS TURNED ON, YAW AND ROLL DAMPERS TURNED OFF, PERFORMED YAW PULSE. ROLL DAMPERS TURNED ON AND ANOTHER YAW PULSE PERFORMED. ALL DAMPERS ON, PERFORMED ROLLER-COASTER ACHIEVING 2 G, ZERO G, BACK TO 1 G. THIS COMPLETE CYCLE WAS REPEATED AT 1.3, 1.4, 1.5, 1.6 MACH NUMBERS. NOTHING UNUSUAL WAS NOTED. DESCENDED TO DOWNWIND, TOUCHDOWN MADE FASTER THAN NORMAL AT 160K, DEPLOYED DRAG CHUTE IMMEDIATELY.

S E C R E T

GROUP 1  
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25X1

S E C R E T

[REDACTED] N 55824)

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OPENING SHOCK FELT BY PILOT AT 153 KNOTS, CHUTE HELD OKAY.

2. AFTERNOON FLIGHT 15 NOV 62 IS PLANNED FOR AIRCRAFT NUMBER ONE REPEATING SOME OF ABOVE STABILITY AND STRUCTURAL POINTS AND ADDING A CYCLE AT 1.7 MACH NUMBER. CHUTE OPENING SPEED WILL BE INCREASED ON LANDING.

END OF MESSAGE

S E C R E T